

ANOTHER VICTORY FOR JAPAN'S "GRAND OLD MAN"



Leaders of Okuma's party, which won.

Japan on March 25 passed through a general election which created interest all over the world for the reason that it was in effect a test of the strength of Count Okuma, the Prime Minister, whose

great popularity growing out of the war with Russia has thus far resisted all the machinations of his political enemies. The results showed that Count Okuma's star has not yet set in Japan and his party was re-

turned to power by a comfortable majority. Count Okuma's own personality proved the greatest influence in turning votes. From the day of his return to power a year ago, following a



Count Okuma.

long retirement, he has spoken in public to large gatherings all over the country. He is a most fluent orator and as his public service goes back to the restoration fifty years ago it can readily be understood that he is no



Leaders of Yamamoto party, which lost.

unworthy foe in the political combats of his land. Count Okuma's position in the present war also won him the united support of all classes. His stimulation of the campaign against the German

fortress at Kiau-chow and the triumph of Japanese arms which eliminated Germany from the Orient struck a popular chord and made him practically impregnable in his position. His Foreign Minister, Baron Kato,

and his Navy Minister, Admiral Yamamoto, share his popularity to a large extent, the latter particularly having won many friends through his firmness in dealing with the recent navy scandals.

PLANS SEARCH FOR LOST STEFANSSON PARTY WITH HYDROAEROPLANES

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tion might militate against success, and he suggests that a leader be chosen from among such men as Capt. C. T. Peterson, who picked up Capt. Bartlett on the coast of Siberia; Olaf Swenson of the King and Winge, who rescued the men from Wrangel Island; and Capt. Martin Andersen, whose brother is out on the ice with Stefansson.

Mr. McConnell thinks that these three men certainly should be in the rescue party, and that a leader should be chosen of their calibre, although the aeronautic work, the actual flying over the ice wastes, would have to be under the leadership and command of an experienced aeroplane expert.

Before the Karluk was carried away to her doom a party of six men set out from the ship, crossed the ice to the nearest land and started to hunt caribou for fresh meat for the ship's company. In the hunting party were Stefansson, Jenness, Wilkins, McConnell and two Eskimos. While they were on shore, at the end of four days, they learned that the Karluk had drifted westward with the ice.

Unable to return to the ship and believing that it would soon be in safe waters, the hunting party went to Point Barrow, where Stefansson purchased a complete outfit for each man—a distance of 175 miles covered in nine days. Then they went to Collins Point, some three hundred miles further east, arriving there December 15, 1914. In January Stefansson made a trip to Fort MacPherson, some 200 miles, and returned in March for an exploration journey over the ice to Martin's Point.

This party, consisting of Stefansson, six men and four dog teams, left Martin's Point on March 22. Meanwhile McConnell had gone back to Point Barrow for the mail and returned to Martin's Point late on March 22, finding that the others had gone on ahead without waiting for him. So McConnell set out on foot and was able to overtake Stefansson and his companions the next day.

From that date, March 23, until April 7 McConnell was with Stefansson, travelling over the ice. On April 7 Stefansson and his companions, said good-by to the others and went on into the unknown north. Thus Mr. McConnell was one of those who last saw him alive. The Sunday Express here with reproduction of the final photograph of Stefansson and his two companions, made that day as they turned their backs on the world and went northward into the unknown and unexplored region.

In due time, Mr. McConnell and the others returned to land and made their way to civilization. When McConnell ascertained from Capt. Bartlett that survivors of the wrecked Karluk were in desperate need at Wrangel Island he disregarded the ways of diplomatic procedure and the Canadian Government as well, prevailed upon Olaf Swenson to sail with the King and Winge to Wrangel Island and got there when the other rescue ships failed.

The Stefansson expedition was sent out by the Canadian Government, which financed it.

An inquiry directed to the Canadian Government as to what steps are being taken to relieve Stefansson has brought the following communication, of date April 27, from G. J. Desbarats, Deputy Minister of Naval Service of the Dominion Government:

"I am in receipt of your letter of the 23d inquiring as to the steps the Canadian Government are taking to rescue your personal friend Stefansson and ten other missing men.

"If by these ten men you are referring to the members of the Canadian expedition now on the Arctic shores of Canada, I may say that while the last news received from this party was dated in the beginning of September last there is no reason to anticipate that any misfortune has befallen the party. Stefansson himself left the party and with two companions started on a trip northward over the ice. His plans were either for immediate return, which evidently proved impossible, or in the alternative provided for spending the summer on the ice and then returning either to the shores of Banks Land or the main Arctic shore. Before he left he arranged that one of the vessels of the expedition should in the summer of 1914 proceed along the coast of Banks Land, establishing depots and erecting beacons for his guidance on his return journey; this was being done at the date of our last advices.

"The party now in the North has at its disposal three vessels of the type usually used for trading and hunting purposes in those regions, and, if Stefansson has not returned by now,

these vessels will as soon as navigation opens organize a search party to ascertain the whereabouts of the explorer. These vessels are manned by men who have had experience of Arctic navigation and are well equipped with stores and provisions.

"I trust that Stefansson has returned from his explorations before this, but, if not, the resources at the disposal of his party would seem quite sufficient for the organization of a proper search party."

One of the things that McConnell brought back with him in safety is his diary, and from it are taken the following extracts giving a picture of the happenings on April 7, when Stefansson started on his journey to the northwest:

"Tuesday, April 7—Eleventh camp, seventeenth day out. Andersen prepared another delicious breakfast of seal liver and bacon, with chocolate and biscuits. We have been limiting ourselves to one biscuit per meal recently in order that the ice party may have a good supply.

"Johansen took a sounding after breakfast and found 180 fathoms. He wanted Stefansson to send a party south under Storkensen and another north under himself, but the chief was afraid of getting separated from his men again. I think, as he would not send them away from camp. There was lots of time to have done this, and every one was willing to go.

"This is a very interesting spot, this continental shelf, and I would like to see the professor get a full series of soundings before he goes ashore, as he has not been able to secure much scientific data to offset what he characterizes as the 'hardships' of the trip. Going abruptly from 20 and 35 to 70, 149 a 180 fathoms is enough to make even an ordinary man sit up and take notice.

"There was very little to do, as we were all waiting for Stefansson to finish his writing. Storkensen took an observation—79 degrees 20 minutes 4 seconds north latitude, 149 degrees 30 minutes 7 seconds west longitude, so we will probably land on Canadian soil if a southeast wind does not carry us west.

"I went over to the open water when we were waiting and killed a couple of seals. Was unable to land one of them, as he sank before I could throw the jig into him. This jig is very handy for pulling in seals, but one must become expert in throwing it.

"It is made of a piece of hard and knotty wood as a rule, and is about four and one-half inches in diameter and seven or eight inches long, shaped like an egg. Into this are set three or four halfpenny hooks or large fish-

"We had a lunch of chocolate, pemmican and biscuits. Stefansson is taking both rifles, leaving us without any on the way to shore. However, we are taking about thirty days' rations for men and dogs, and if we do not get to shore in that time we ought to starve.

"Stefansson finished writing the various letters that he could have dictated in two hours to me, instead of wasting two days here writing them, and soon after lunch we loaded the sleds. I took several pictures of 'Camp Separation' and the sleds after they were loaded. I wanted to take a photograph of Stefansson shaking hands with each man of the support party, but he would not bother; said it would be too theatrical a pose.

"We are taking two and one-half bundles of fish and some oatmeal and lard for the dogs, and plenty of everything except pemmican for ourselves. They are taking all but twelve pounds of the pemmican, as their fuel will

not last long. Ours will probably last ten days, and we ought to be ashore in that time.

"Crawford, who took Capt. Bernard's place after he was injured, is to have charge of the returning party. Johansen is to have twenty hours at his disposal for scientific research, and at the same time we are to travel as rapidly as possible, due south, so as to reach shore before a southeast or southwest wind comes along and blows us out to sea, as it did off Martin's Point.

"Stefansson called us all into the tent at one time and another for general and specific instructions, and just before starting called in Crawford, Johansen and me at one time and read the written instructions that Crawford is to be governed by.

"It then reminded him of something he had forgotten to write to Dr. Andersen about, and the start was delayed another half hour. We finally started at 4:35.

"Stefansson accompanied us a little way, then returned to camp, as his sled was about ready. Johansen was to take soundings every half mile or so while on the edge of the shelf, but he did not attempt to do so. We went south about half a mile and stopped at the lead there and Johansen prepared to take his first sounding. He has only about 145 fathoms of line, so I do not see how he is going to reach bottom.

"When we stopped Crawford went to the edge of the ice to test its strength and lost his ice spear in the lead. He then went to look for a trail over a pressure ridge, while Johansen made his preparations. After he had gone the handle of the spear appeared about six inches above the water, and I immediately tied a dog chain to twenty fathoms of Johansen's sounding line and tried to lasso this valuable piece of road cutting machinery.

"After I had made half a dozen

casts and had got the range, about forty feet, the dogs suddenly took a notion to start, and off they went before either of us could stop them. I dropped the line and ran to stop them, and it sank, so Johansen now has only about 125 fathoms. He could not reach bottom with this, so we proceeded, after having lost a spear and the line.

"Stefansson started at 5 P. M. I watched them through the glasses. The last I saw of Stefansson was when he topped a pressure ridge. He

did not look behind or wave his hand nor did his companions, as they passed from view."

The accompanying illustrations have been furnished through the courtesy of the Sunset Motion Picture Company, which had an operator in the Arctic while the Stefansson expedition was at its greatest activity. The films then obtained were safely brought back to civilization, and plans are now under way to have them shown in New York before they are taken elsewhere.

PLAN FEASIBLE, SAYS EXPERT

By HENRY WOODHOUSE, Governor of the Aero Club of America and Editor of "Flying."

In reply to a request for an opinion as to the practicability of Mr. McConnell's plan for rescuing his former comrades by the aid of aeroplanes, I would say that the governors of the Aero Club of America received a letter from Mr. McConnell giving his plan in detail.

After carefully considering the plans, and after Mr. Hawley, president of the club, had conferred with several Arctic explorers regarding their feasibility, the plans were approved in their entirety, sanctioned by the Aero Club of America, and Mr. McConnell was notified to that effect.

One of the most popular of the misconceptions about the Arctic is that even in the summer time it is too cold for flying. On the contrary, the weather in the region which would be covered by flying boats in searching for Vilhjalmur Stefansson and his men is not at all severe. From May 25 to September 15 the weather would be ideal for a search of the surface of the Arctic ocean, because for a majority of those weeks the aviators would have the decided advantage of an average of eighteen hours of daylight daily.

The flying boats necessary for this sort of work would have to be especially designed, but their manufacture would not entail problems that could not be solved by any of the well-known constructors.

As a matter of fact, the present day aeroplane can be flown in any kind of weather, including the coldest. Hundreds of aeroplanes have flown daily in the past winter, in weather quite as cold as one will find in the Arctic, and in conditions—war conditions—much more trying than any to be found in the Arctic region, since the prospect of being compelled to make an enforced landing at some little distance from one's base in the Arctic does not involve half as much danger as being

possibly travel by any other means. However, the weather conditions in the Arctic from May to September are not unlike those of New York in late September, so no such precautions are necessary.

As two-thirds of the area to be searched would in all likelihood be open water, a regular seaplane equipped with the device used on some of the United States navy flying boats and which enables the aviator to land at will on either land or water would be required. This machine, which is called the O. W. L. (over water and land) was not adopted for permanent use by the United States navy because the equipment necessary to enable it to alight on land decreased its air worthiness. But in this instance a wide speed range is not essential, in fact a speed of more than fifty miles per hour is not wanted, so the O. W. L. type of water aeroplane would fit every requirement. However, almost any type of flying boat could be equipped with sled runners for landing upon the ice.

Because of the uncertainty of the currents in the Arctic and the effect of the various winds upon the drifting ice fields, on which it is expected the men will be found, it will be necessary to search in a broad fan-shaped strip of the Arctic ocean, extending wide and extending from Wrangel Island, Siberia, to Herschel Island, Canada, approximately 300 miles.

In order to do this with a margin of sufficiency three flying boats would be necessary, two to fly daily and the other to serve as a reserve at the base. The aviator and observer would sweep the surface of the trough sea with powerful glasses, covering a strip 20 miles wide and 200 miles long each day. The machines could be equipped with search lights, and the aviators has a range of seventy miles, so that in the event of an accident or of the finding of the men the news could be communicated to the base.

The water aeroplane holds the key to this problem. In this instance it is the only means of travel used by explorers and relief expeditions, and it is of no avail, the area to be searched is too great. But a water aeroplane capable of flying 400 miles, carrying an aviator and observer, equipped with the proper means for landing at will on either water or ice, could undoubtedly find these men if they are to be found.

At present the Aero Club is occupied with nationwide preparations for the rescue of the missing men. It had been mapped out before Mr. McConnell's plan was brought to the attention, and cannot therefore be financially aided to the project. There is no doubt in our mind that the plan is perfectly feasible, and there is certainly no question that it ought to be made for the missing men.

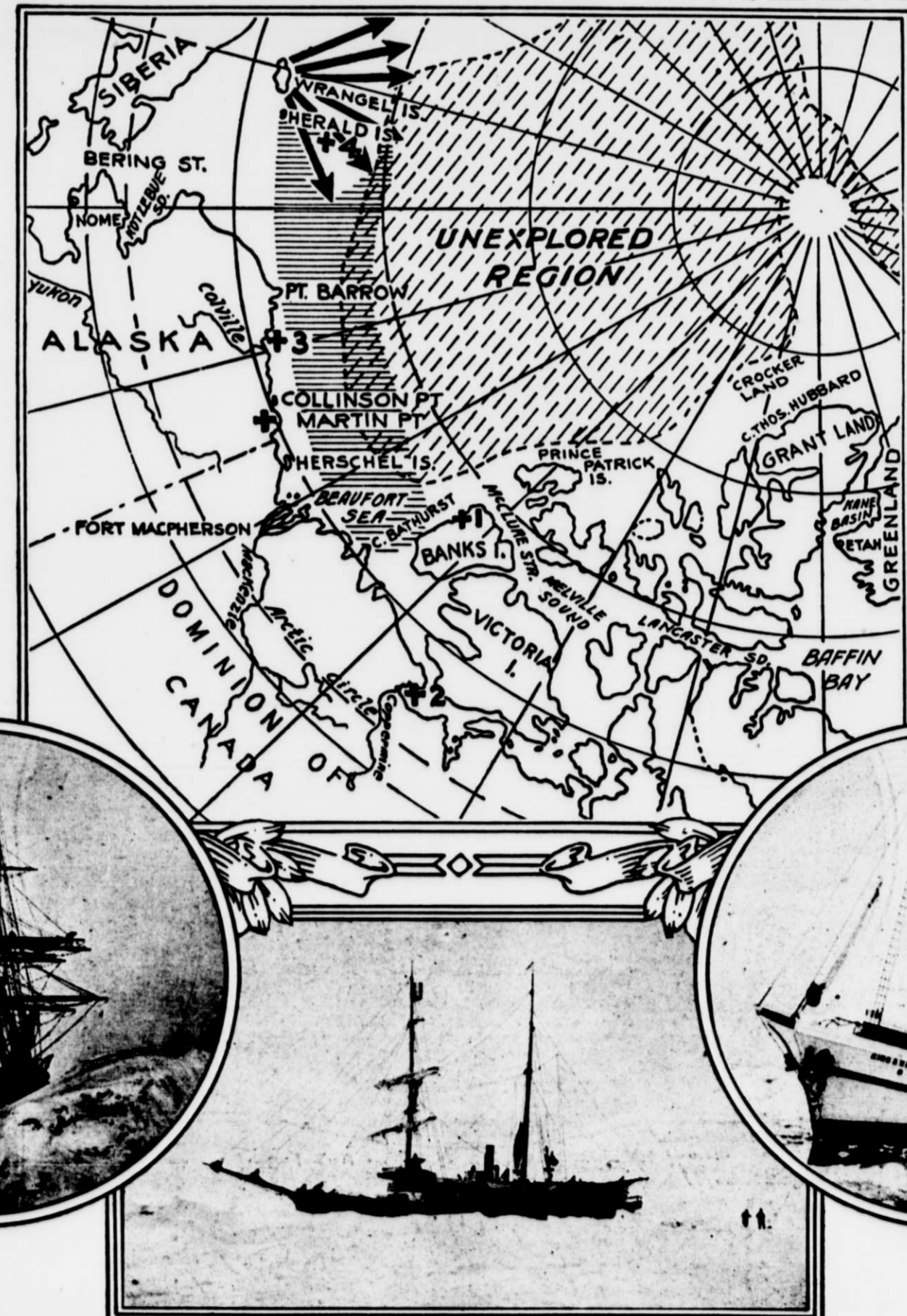
It is understood of course that the plan would have to be changed slightly if the expedition were to be an American one—the starting point would be changed from Wrangel Island to either San Francisco or Seattle—but the plan remains fundamentally the same. The region from Wrangel Island to Herschel Island, 300 miles long, was searched, because reports came of the ice has not moved, and it is therefore the north of that region, a line drawn from Wrangel Island to Herschel Island.

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Rescue ship King and Winge.

forced to land where thousands of anti-aircraft guns are ready to fire on one's aeroplane.

For such an expedition as Mr. McConnell contemplates, however, aeroplanes capable of meeting every possible adverse weather contingency can be constructed, as some have been by the Curtiss Company for the Italian navy, with a cabinlike body to protect the aviator and observer from inclement weather. With such an arrangement, using the exhaust of the motor to heat the interior of the body, the aviator and observer could fly more comfortably than they could



The Belvedere frozen in for the winter at Point Barrow, Alaska.

The Karluk before being crushed in the ice about eighty miles from Wrangel Island.

McCONNELL'S PLAN OF HYDROAEROPLANE SEARCH.

Section of Arctic map (after Harris, April 7, 1914, on ice northeast of this scientific study of the Eskimo there, of American Museum Journal), shows proposed base for air machines at Wrangel Island. Arrows show proposed fanlike method of prosecuting the search. Dark shaded portion is territory Stefansson proposed to cover on his trip.

—Martin Point—Stefansson and two companions last seen by McConnell, expedition in the summer of 1914 for and, September 7, 1914.

hooks, securely fastened with wire. The piece of wood is sent through the air with the same motion as that used by David probably when he used his sling for the purpose of slaying Goliath.

"The jig is, of course, fastened to a coil of cod line, so that the seal when hooked may be hauled ashore. The jig is thrown over the seal, hauled back to within a few inches of his body and given a jerk, which usually sinks the sharp hooks into his hide and he is hauled onto the ice.